

(continued from page 11)

Myles, 53, has commanded ATEC since June 2004. He previously commanded ATEC's Operational Test Command, Fort Hood, TX.

In addition to the Alexandria headquarters, the command includes Developmental Test Command, Aberdeen Proving Ground, MD; Operational Test Command, Fort Hood, TX; and the Army Evaluation Center, Alexandria, VA. With test centers at Aberdeen Proving Ground, Dugway Proving Ground, UT; White Sands Missile Range, NM; Yuma Proving Ground, AZ; Fort Huachuca, AZ; Fort Rucker, AL; Redstone Arsenal, AL; Fort Wainwright, AK; and Operational Assessment Teams deployed to Iraq and Afghanistan,

ATEC is the premier DoD test and evaluation organization.

A nationwide command, ATEC has overall responsibility for all Army developmental and operational testing. The command plans, conducts, and integrates developmental testing, independent operational testing, independent evaluations, assessments, and experiments in order to provide essential information to decision makers to ensure that Warfighters have the right capabilities for success across the entire spectrum of operations.

Following his promotion, Myles said "this promotion allows me to continue to work for our Soldiers in harm's way in Iraq and Afghanistan." He further explained that ATEC testers and evaluators "no

"this promotion allows me to continue to work for our Soldiers in harm's way in Iraq and Afghanistan."

MG James R. Myles,
ATEC Commander

longer work for just the decision makers, you work for the commanders and Soldiers in combat."

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From the ATC Commander

by Colonel John P. Rooney, Commander, Aberdeen Test Center



Col. John P. Rooney

It has been almost a year now since I took command of Aberdeen Test Center and I continue to be impressed by the great things going on here.

Safety is of the highest priority at ATC, and we must continue to emphasize safety. A monthly safety newsletter has been created for the workforce that includes a review of accidents and lessons learned, as well as current safety topics. We streamlined accident reporting, implementing Command guidance for investigating significant accidents within five days. We also implemented accident review sessions for significant accidents for all levels of management. The Command Inspections process has been improved, establishing a mechanism for employee feedback through sensing sessions during inspections. ATC's general Safety Regulations have been revised, and an Industrial Safety Program Regulation has been developed. ATC also developed operating procedures for forklift and mobile cranes. All of these accomplishments have been implemented with the goal of keeping the ATC workforce accident free. I need your help in ensuring that we all strive to conduct our operations in as safe a manner as possible.

ATC is making great progress with developing new facilities and improving old ones in order to continue to be the most diverse test center in the Department of Defense.

The Soldier Systems Test Facility at Mulberry Loop is operational. The Data Acquisition and Control Center, indoor and outdoor firing ranges, and the Urban Operations area are up and

running. The new Human Factors Engineering lab is operational and the remaining buildings will be operational in August. Eight tests have been completed since August 2005 and the future workload is steady.

The Michaelsville Small Arms Firing Area upgrade is moving forward. The Environmental Chamber upgrade is complete, resulting in greatly reduced carbon monoxide levels during firing cycles, improved lighting, and greater operating time in cold temperatures without requirement to defrost cooling coils. The Building 744 refurbishment was completed in mid-March. The Visitor Access Control Building is over halfway completed and the Target Fabrication Building is erected and brickwork almost complete. The power grid has been updated, and all electric power has been run underground and telephone poles have been removed. Plans are underway to implement a fiber optic network and to regrade and resurface the Michaelsville road network.

Construction of the Littoral Warfare Environment (LWE) is 90% complete. The wave generator has been installed and final adjustments are being made. When installation is complete, the water level will be brought up to its natural level. Checks will then be run on the wave generator system and Maritime Team personnel will be trained on the operation of the wave generator system. In addition, the general contractor has to finish grading and seeding the berms, stone some of the roads and parking areas, and install the dewatering pipe from the LWE to the Underwater Explosion Test Facility. The LWE will then be instrumented for the explosive calibration series. Following the explosive calibration series, the dewatering system and the wave generator will be exercised with and without the removable wall. The LWE should be available for testing in mid to late April.

We are also making significant progress with the creation of the Automotive Technology Evaluation Facility (ATEF), a 4.54 mile sustained high-speed automotive test track which will more efficiently test the entire DoD inventory. All necessary permits and waivers have been approved, and a 10% design has been completed by the Corps of Engineers, Baltimore District. ATEF is currently the Developmental Test Command's number one ranked Major Construction Army project.

In addition to test facility improvements, we are also working to improve ATC's infrastructure in order to give our employees a better work environment. Emphasis is being placed on facility issues presenting safety concerns to employees. Over \$186,000 was funded for year end HVAC problems to ensure employees and their equipment are working in safe and comfortable work environments. We are elevating safety related issues with the Garrison Aberdeen Proving Ground and partnering with them for the accomplishment of several projects. Water fountains have been purchased and are being installed in several buildings. ATC combined facilities improvement requirements for FY06 have been submitted by the directors and prioritized. Two million dollars worth of projects will be executed across the directorates.

I am looking at the Command Organizational Structure and will make the necessary adjustments to ensure we are poised for the challenges of the future. I will detail this progress in our next issue.

Finally, thank you for your continued efforts to support our Soldiers. You continue to make a difference which results in lives saved in the war zone. ●

Technical Director's Corner

by John R. Wallace, Technical Director, Aberdeen Test Center



John R. Wallace

The Army is working to transform into a more relevant and ready force in order to meet the needs and requirements of both the current war on terrorism and future conflicts, wherever they may occur. At the same time, Aberdeen Test Center is also transforming to be able to test the vehicles and equipment of the future.

Over the summer we supported the Future Combat Systems Technology Demonstration, held by Program Manager, Future Combat Systems (Brigade Combat Team) and the Lead Systems Integrator (LSI). Attendees at the demo included General Peter Schoomaker, Chief of Staff of the Army; Dr. Francis Harvey, Secretary of the Army; and Sergeant Major of the Army Kenneth Preston. The demonstration was held to provide information on the maturity of FCS Systems.

The backbone of Future Combat Systems (FCS) is the network that links all vehicles, soldiers, and unmanned systems with each other and to the command structure. The importance of this network will require continual testing to ensure that it, along with the appropriate platform, performs as expected. Since much of the early testing will be on

individual components or separate platforms, Boeing, the LSI for FCS, plans to use simulation centers and a distributed network to test the communication systems and tie test assets together. The LSI is completing a series of networked computer facilities; the System of System Integration Laboratory (SoSIL) has fabricated over 50 vehicle emulators, each with the appropriate computer stations to run prototype versions of the FCS battle command systems. Additional computer systems are also used to simulate friendly, civilian, and aggressive forces allowing for a small-scale combat scenario to be executed to properly stimulate the FCS network. To augment the capabilities of the SoSIL the construction of additional facilities with similar functions are underway. One of these Common Control Nodes (CCN) is currently under development at ATC. Initial connectivity has already been established between the CCN and the SoSIL. With initial operating capabilities this summer and full capacity in about a year and a half, the CCN has the same emulator and simulation functions as the SoSIL and will be able to both work independently and link to the SoSIL and other CCNs to test the new command and control software developed by FCS. As vehicle platforms are delivered for developmental testing, they will be able to tie into the CCN to stimulate the onboard battle command systems and participate in the simulated combat scenarios while performing automotive and live fire testing.

The ability to tie several test assets and installations together not only provides a way to perform parallel network and platform testing; this distributed testing can be used to involve other industry and military organizations more closely with testing performed at ATC. Having access to test assets online, developers can begin testing sooner allowing their early prototypes to be linked from the developer's location into the distributed test network. When the test article arrives, it can be linked with other ATC assets to allow multiple testing to be performed. By connecting with other installations the article testing could be extended to provide operational test and even training elements. The Developmental Test Command (DTC) has created a Distributed Test Control Center (DTCC) at each of their subordinate test centers. These DTCCs allow control of the test to remain at the local range, but provide the ability to pass data between other test assets within ATC and to other installations. The DTCC has combined test data from live soldiers, manned and unmanned ground vehicles, computer simulations, and communications testing and transmitted it over a classified network to other military installations. This ability to transfer test data, as it happens, can allow the customer to view data while the test is occurring. Not only do the CCN and DTCC provide a mechanism to assist testing Army Transformation technologies, they also highlight all testing capabilities of ATC. ●

ATC Globe

On the Cover

Pictured left to right: LTC Christopher Rasmussen, Claudia Wood, team leader Marty Bindel, SFC John Collins, Dave Kronick, Bob Yokubinas, Dave Zupko, and Steve Vest.

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ATC Hosts Future Combat Systems Technology Demonstration

On September 20 and 21, ATC hosted a Future Combat Systems (FCS) Technology Demonstration for Army Leadership, members of Congress and the media.

The demonstration, conducted by Program Manager, Future Combat Systems (Brigade Combat Team) (previously known as Program Manager, Unit of Action) and the Lead Systems Integrator composed of Boeing and Science Applications International Corporation, was held to provide information on the maturity of FCS Systems.

Attendees included Chief of Staff of the Army General Peter Schoomaker, Secretary of the Army Francis Harvey and Sergeant Major of the Army Kenneth Preston.

FCS technologies demonstrated included the Non-Line-Of-Sight-Launch System (NLOS-LS), the 120-mm Lightweight Cannon, the 120-mm Breech Loaded Mortar, the Non-Line-Of-Sight Cannon (NLOS-C), Class I and IV Unmanned Aerial Vehicles (UAV), the Manned Ground Vehicles (MGV) Chassis Test Bed (Lancer), the Stryker Leader-Follower for Autonomous Navigation System, Small Unmanned Ground Vehicles (SUGV) including the PackBot, and the Multifunctional Utility/Logistics and Equipment (MULE) vehicle.

NLOS-LS is a self-contained launch system that can be fired from the ground or a manned/unmanned vehicle or trailer. It will provide the Current and Future Modular Force with a highly deployable, vehicle independent, long-range, precision attack capability against moving and stationary, armored and non-armored targets, with a significantly reduced logistical footprint.

The 220-mm Lightweight Cannon is made up of a cannon assembly and gun mount and incorporates advanced design solutions and lightweight materials to minimize weight, recoil, and other vehicle burdens, while optimizing it for remote operation from the Mounted Combat System's (MCS) Crew Compartment. It will provide the same firepower as the 70-ton Abrams tank on the significantly smaller MCS, giving the Modular Force enhanced lethality with improved deployability.

The 120-mm Breech Loaded Mortar is the primary weapon for the NLOS Mortar System. It will provide a mounted 120-mm lightweight breach loaded mortar to support rapid, continuous fires out to 8 kilometers, significantly more capability than currently fielded equipment.

NLOS Cannon is the lead system of the FCS Manned

Ground Vehicle family. It features a fully automated 155-mm cannon that provides push-button, 24/7, all-weather, precision fire support to the Modular Force Commander. NLOS Cannon's fully automated ammunition handling system and real-time digital operating environment enables two Soldiers to do the job of five or more Soldiers in Current Force systems.

The Class I UAV, comprised of two air vehicles, provides access to the vertical for inspections in windows, cave entrances, over obstacles in complex terrain, and has hover and stare capability for improved quality of reconnaissance and surveillance. Class I will be back-packable and easily transportable by the Soldier.

The Class IV UAV, known as the Fire Scout, is a joint air-frame/propulsion program with the Navy. Fire Scout has the ability to take off and land autonomously at unprepared and unimproved landing zones and has an endurance of over 7 hours. The Fire Scout provides critical warfighter capabilities as a Vertical Take-off and Landing heavy fuel platform able to carry multiple sensors from a suite of possible payloads. The Electro-Optical Infrared sensors and a laser range finder-designator means Fire Scout can quickly and accurately detect, locate, identify, track, designate targets and perform battle damage assessment on targets.

The MGV Chassis Test Bed known as the Lancer represents

several early technologies that will be incorporated onto the MGV Chassis Testbed, and in combination, these technologies will provide for increased mobility performance with greater growth potential and the ability to manage power generation and distribution over the Current Force. Those early technologies include Advanced Diesel Engine Technology coupled with Hybrid Electric Drive Systems; Active Suspension Technology and Lightweight Band Track.

The Autonomous Navigation System, demonstrated using Stryker vehicles, will provide both manned and unmanned ground vehicles in the Future Modular Force with capabilities ranging from automated steering and headway control to fully autonomous resupply with active collision detection and avoidance. The Leader Follower, or robotic convoy, technology will provide both manned and unmanned ground vehicles in the Future Modular Force capabilities ranging from automated steering and headway control to fully autonomous resupply with active collision detection and avoidance.

The first generation SUGV robot, PackBot, is currently deployed in support of Operation Enduring Freedom/Operation Iraqi Freedom. SUGV minimizes the risk to Soldiers in hostile operations. It is 30 pounds and man-portable. SUGV is rugged and mobile for Military Operations Urban Terrain operations.

Saving Soldiers from harm is one of the key elements of importance

in FCS, said General Peter J. Schoomaker, Army Chief of Staff.

The Multifunctional Utility/Logistics and Equipment (MULE) Vehicle is a 2.5-ton Unmanned Ground Vehicle that supports the infantry in dismounted operations and significantly reduces the Warfighter's combat load and risk in close combat. It increases lethality and survivability and reconnaissance and situational awareness. The common chassis will support all variants to include Countermine, Transport and Armed Robotic Vehicle - Assault (Light).

Static displays of technologies such as the Intelligent Munition System, Vehicle Survivability, FCS Logistics, the Armed Robotic Vehicle, and the Joint Tactical Radio System were also available for attendees to view.

"What you just saw today is a clear demonstration that the Future Combat Systems program is no longer a drawing board project,"

Francis Harvey,
Secretary of the Army

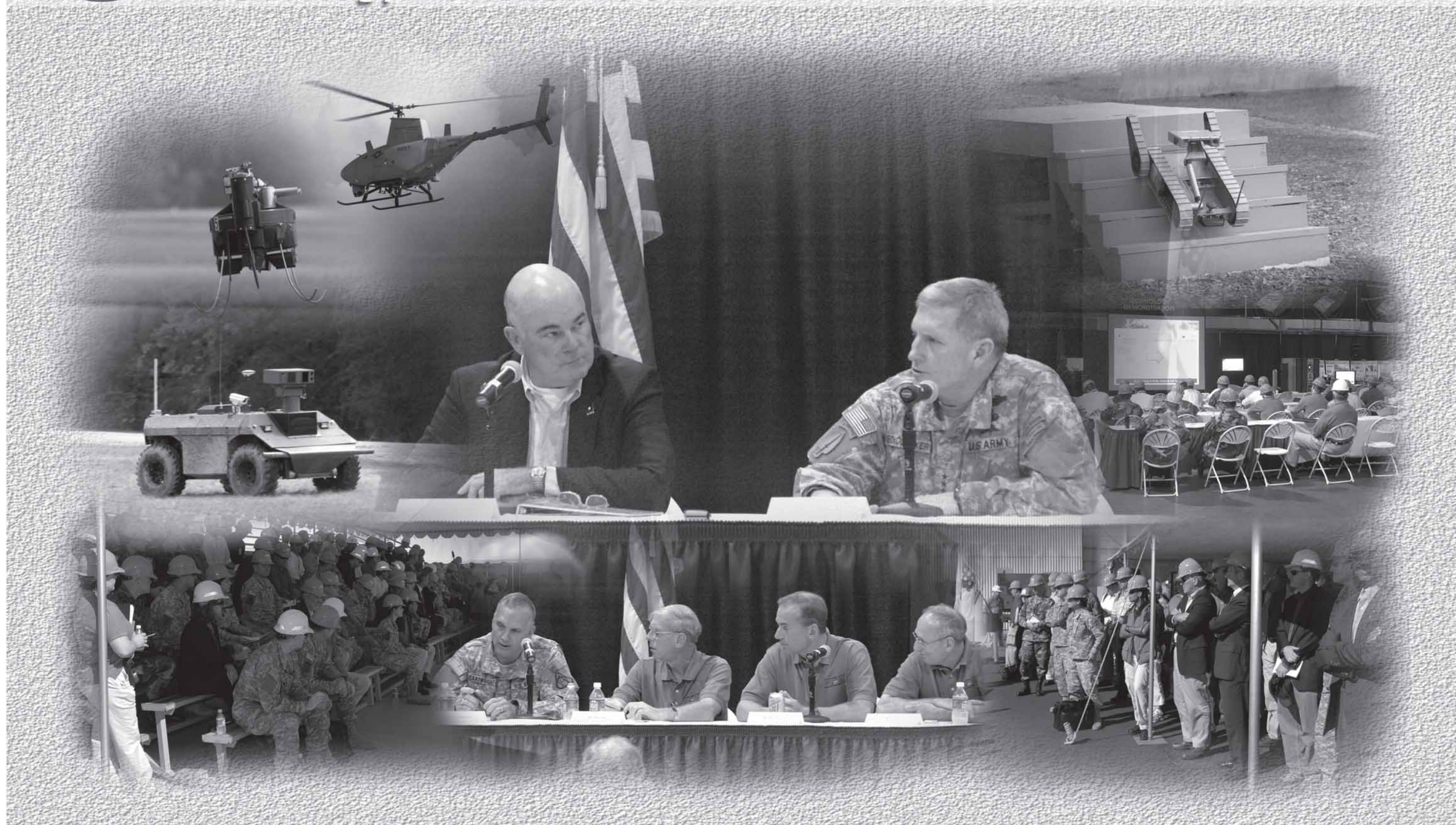
"What you just saw today is a clear demonstration that the Future Combat Systems program is no longer a drawing board project," said Francis Harvey, Secretary of the Army. "It is becoming a reality.

Article provided by **Susan Hagan**, ATSS, ATC Public Affairs Liaison. ●



Future Combat Systems Technology Demonstration

Attendees included Dr. Francis J. Harvey, Secretary of the Army - the Army's highest ranking civilian and General Peter Schoomaker, Chief Of Staff of the Army - highest ranking uniformed person.



ATC Civilians Deploy in Support of Operation Iraqi Freedom

Four civilians from the Aberdeen Test Center (ATC) deployed to Kuwait in September 2005 as part of a team installing instrumentation packages on US Army tactical trucks operating in support of Operation Iraqi Freedom. The team, led by ATC engineer Marty Bindel, also included personnel from the Developmental Test Command, headquartered at Aberdeen Proving Ground (APG) in Maryland and Yuma Proving Ground in Arizona.

The team installed 20 instrumentation packages onto a combination of M915 tractors, M1114 High Mobility Multipurpose Wheeled Vehicles and M984 Heavy Expanded Mobility Tactical Trucks. The instrumentation packages monitor key data from the vehicles, including road speed, engine

speed, rate of fuel consumption, coolant temperature, transmission performance and acceleration rates. The instrumentation package, designed by ATC engineers, does not impede vehicle operators or influence vehicle performance.

Following installation of the instrumentation packages, the team



Team members installing instrumentation packages on US Army tactical trucks include from left, Dave Zupko, Dave Kronick, Marty Bindel, LTC Rasmussen, CPT Mike Lind, and Bob Yokubinas.

worked with personnel from the Operational Test Command and Army Materiel Systems Analysis Activity to set up the data collection operation.

After installing and verifying the operation of the data collection instrumentation, the team returned to APG in October 2005. Trained Sample Data Collection personnel in Kuwait are collecting the data and shipping it back to ATC for analysis. Data will be used to advance test procedures, identify modifications and upgrades for current vehicles, and to assist in the development of future vehicle requirements.

Article was provided by **Susan Hagan**, ATSS, ATC Public Affairs Liaison. ●

Soldiers Train on Up-Armored HMMWVs Before Deploying



Soldiers from the 203rd Foreign Military Intelligence Battalion are utilizing Aberdeen Test Center's (ATC) Munson Test Area for operations training on M1114 up-armored High Mobility Multipurpose Wheeled Vehicles (HMMWVs) before deploying to Iraq.

Forty-eight Soldiers are being trained by the Tank-Automotive

M1114 up-armored High Mobility Multipurpose Wheeled Vehicle undergoes testing on the Imbedded Rock Course at the Munson Test Area.

and Armaments Command (TACOM) and Dimensions International, Inc., a private company hired by TACOM to augment instructors for training on the M1114. During training, the Soldiers are taught to drive and operate the vehicles, focusing on particulars for the M1114 since they are already experienced with M998 HMMWVs.

"We want to make sure they [Soldiers] are aware of the different driving characteristics between the M998 and the M1114," said Paul Booth, an ATC employee assisting with the training.

The hands-on training includes driving up and down steep grades, side slopes, figure eights, panic stops, cross bumps, one to two inch rock-boards, and cross-country. There is also a classroom portion.

Groups of three students took turns driving the course with an instructor providing guidance along the way. "You've got to be aware of how much this thing weighs," Michael Calderon, a Dimensions International, Inc. instructor, told the students in his vehicle. He explained that the armor adds a significant amount of weight to the HMMWV and drivers must not only adjust their driving to adapt, but must also be sure to keep up with the vehicle's maintenance due to the additional wear and tear.

"Your lives depend on this vehicle," said Calderon.

Article provided by **Susan Hagan**, ATSS, ATC Public Affairs Liaison. ●

Proposed Automotive Test Track at Aberdeen Seen as Crucial for High-speed Combat Driving



An artist's rendition of the Automotive Technology Evaluation Facility.

Roadside bombs and other attacks in Afghanistan and Iraq underscore the need for military vehicles that can travel rapidly, often on unpaved roads, while carrying the weight of added armor. This change in doctrine poses a potentially serious problem for the U.S. Army because many of its vehicles were originally designed to travel at significantly slower speeds than today's missions demand, and with no additional armor.

The Army Test and Evaluation Command (ATEC) and its technical staff in the Developmental Test Command (DTC) and DTC's Aberdeen Test Center (ATC) are seeking to address that problem by constructing an Automotive Technology Evaluation Facility (ATEF)

at Aberdeen Proving Ground. The planned facility would be used to test military vehicles at sustained speeds of 70 miles per hour or faster, a capability ATC currently lacks, despite operating a variety of test tracks at the proving ground, said ATC's Randy Babcock, one of many people striving to make the ATEF a reality.

None of the currently existing courses at the Maryland proving ground can support sustained-high-speed testing, he said, adding that ATEF is a capability desperately needed so DTC can evaluate test vehicles in ways in which they are employed by soldiers in the field. Testing would then be able to

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identify possible safety and reliability issues to allow safe and effective use of vehicles in theater.

According to Army sources, U.S. Soldiers in the combat zone do 90 percent of their driving on roads - both paved and unpaved - and at maximum possible speeds. They put a great deal of mileage on their vehicles, often from 500 to 2,000 miles per mission. Insurgent attacks have also made it necessary to drive vehicles with armor they were not designed to carry. The weight of added armor on convoy vehicles negatively impacts both reliability and performance characteristics. The ATEF would enable testing that reflects these realities, Babcock said. Additionally, ATC engineers see this facility as essential to the Tactical Vehicle Reset Program, the Army's program for reconditioning tactical military vehicles that have undergone heavy operational use in Afghanistan and Iraq.

"ATC has tested numerous vehicles with armor kits in the past two years at Aberdeen facilities, but we haven't been able to do all of the testing we wanted to perform because of the inability to perform sustained high-speed operations and because of accelerated timetables for getting these systems fielded," said ATC's Todd Morris, also involved in the project. "ATEF will give us that capability. Right now, our only high-speed track is a bi-directional, two-lane paved roadway with short-radius

circular turnarounds at each end to return traffic to the straight section of the course. Traffic at each end of the course must slow to 25 mph to negotiate the turns before getting back up to the desired test speed. Once they get back up to speed, you only have a minute at maximum speed, really, before they have to slow down to turn around at the other end. ATEF is designed to keep that speed up throughout."

The facility as currently planned would consist of a tri-oval test track with a 57-foot wide roadbed containing two paved and two gravel lanes that loop around the Phillips Army Airfield in the northwest section of the proving ground. The track would be 4.5 miles long and have curves with at least a 1,600-foot turning radius to enable safe turns with a minimum of banking. The course would also have 75-foot runoff shoulder areas on the edge of the track to allow vehicle drivers to safely stop or control vehicles in the event of a mechanical failure. The ATEF is designed to not only permit safe testing at high speeds for vehicles the Army currently uses but also to provide safe sustained-high-speed testing of future military vehicles such as those being developed for the Army's Future Combat Systems, Babcock said.

The facility's proximity to the Phillips Army Airfield, in an area selected for minimum environmental impact, would not pose an aviation safety problem or interfere with the airfield's operations, Babcock said.

"There are a lot of guidelines and practices you need to follow whenever you build something close to an airfield, and we have coordinated the location of the track to maximize test use while minimizing the effect of our operations on the airfield. Traffic control systems will be in place around the track to assure safe operation around Phillips Army Airfield and on the test track."

The ATEF project has a history that goes back nearly two decades and includes a variety of studies. To complete a site feasibility study, an independent firm examined 10 other Department of Defense installations across the United States and four private-industry sites in Arizona, California, Nevada and Ohio. ATC has been designated as DoD's Automotive Center of Excellence, and has expertise valued throughout the Department of the Army. For this and a variety of other reasons, ranging from lack of adequate size to a lack of security, the study indicated that Aberdeen Proving Ground would be the best location for the facility.

Although the current war is taking place in the desert, the temperate climate in Maryland is absolutely necessary for realistically testing Army vehicles that might be used anywhere in the world in the future, said ATC's J.P. Moore, a mission support contractor closely involved with the project. "The environment at Aberdeen Proving Ground replicates 80 percent of the world's climatic conditions," Moore said. "Other places don't have that. APG is the Army's only temperate-climate Major

ATC Globe

Range and Test Facility Base (MRTFB)."

An initial study ruled out several areas of the proving ground because of their use as active ranges or because they were within areas containing roads or buildings. The airfield area stood out as the most logical location for the ATEF because it is in an area of the proving ground where the track would have the least impact on wetlands.

The proposed course for the ATEF was altered more than once to lessen the environmental impact, reducing it to about 17.5 acres of wetland impact. To mitigate that impact, the Army is planning to create or enhance wetlands in other locations. The Army Corps of Engineers, which is close to completing a 10-percent design of the ATEF, is including wetland mitigation measures in the design.

The Corps of Engineers projected two years ago that ATEF would be a multi-million dollar project, a sum ATEC and DTC will have difficulty funding without congressional support, said Todd Morris, another ATC employee closely involved with the ATEF project. Although the ATEF is scheduled for construction funding in 2011, DTC's commander, Brig. Gen. Michael Combest, sees the facility as crucial to the war effort under way, now that high-speed driving is the norm in the combat zone. To build a facility that will directly support soldiers, Combest is pushing for funding and construction three years ahead of the current schedule.

"The track has been conceptualized; it has been laid down in a rough position around Phillips for the last five to eight years," Babcock said. "In the last eight or nine months we've been

working really hard to address the aviation safety issues, minimize impact to the wetlands, and to go out and talk to every (proving ground) tenant that has operations adjoining the ATEF track, to alleviate people's concerns. We actually bumped the track here and there to be outside of the explosive safety arc around the new NGIC facility."

The road ahead for the ATEF may be bumpy due to the cost of construction, but its proponents at DTC and ATC believe very strongly that this added test capability will ultimately pay off in a big way for U.S. soldiers. Its location near ATC's diverse test tracks would greatly facilitate other types of vehicle testing, according to Babcock and Morris.

Article provided by **Mike Cast**, Developmental Test Command Public Affairs Office. ●

ATEC Commander Receives Second Star



Maj. Gen. James R. Myles, commander of the Army Test and Evaluation Command, received his second star and promotion to major general from Army Vice Chief of Staff General Richard A. Cody, in ceremonies at ATEC headquarters here Jan. 4.

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Army Vice Chief of Staff General Richard A. Cody (left) sticks the two star insignia on Major General James R. Myles, commander, U.S. Army Test and Evaluation Command, as Myles' wife Alice watches.